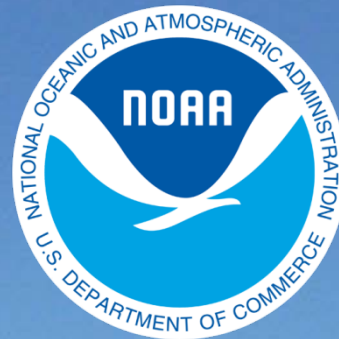


# BookletChart™

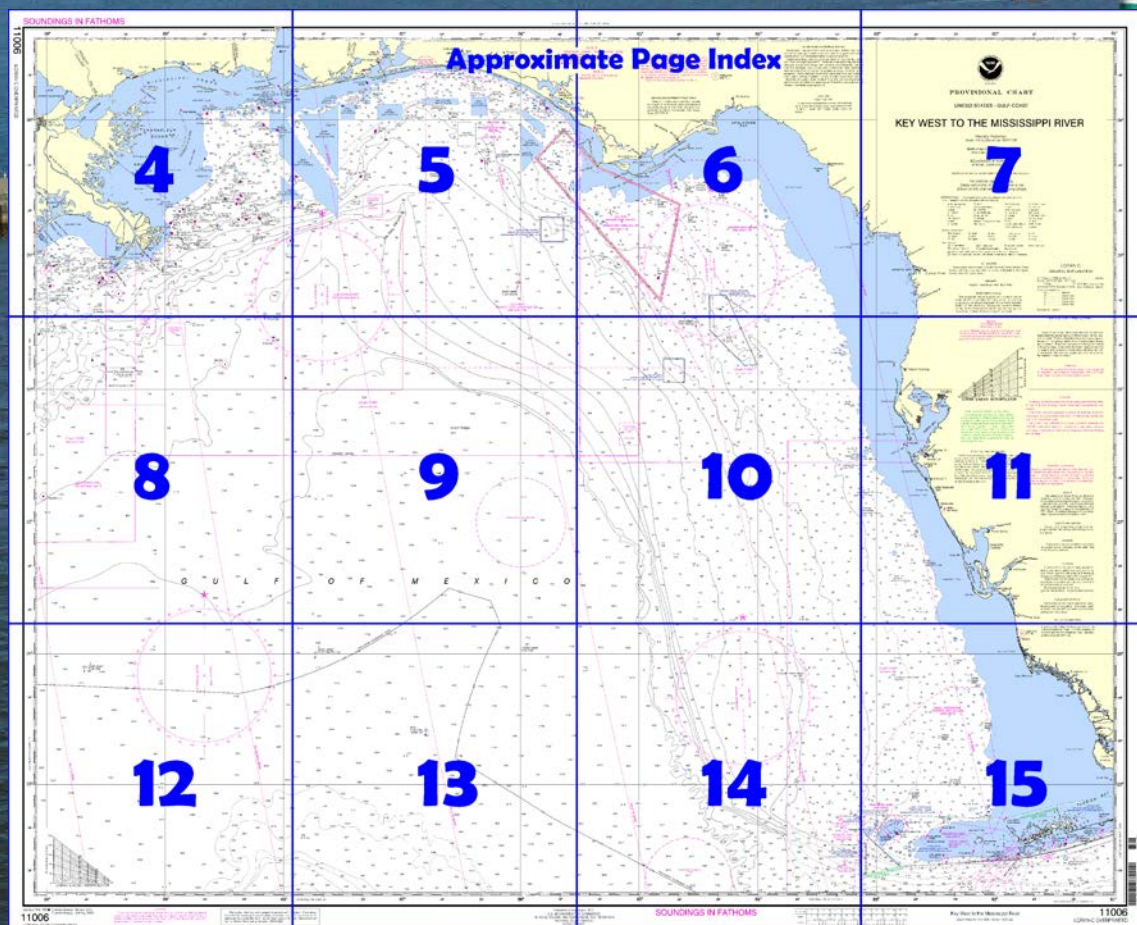
## Key West to the Mississippi River NOAA Chart 11006



*A reduced-scale NOAA nautical chart for small boaters  
When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

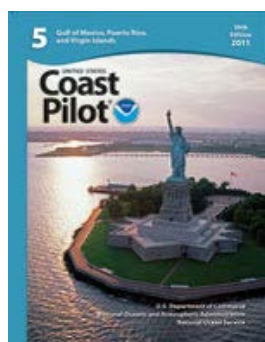
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at [http://www.nauticalcharts.noaa.gov/nsd/coastpilot\\_w.php?book=5](http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=5).



#### [Selected Excerpts from Coast Pilot]

The **Gulf of Mexico** coast of the United States, from Key West, FL, to the Rio Grande, is low and mostly sandy, presenting no marked natural features to the mariner approaching from seaward; shoal water generally extends well offshore. The principal points and harbor entrances are marked by lights, which are the chief guides for approaching or standing along the coast.

From the S shore of the Florida mainland, the **Florida Keys** and **Florida Reefs** extend for about 134 miles in the SW curve to Sand Key Light, and about 58 miles in a W direction to Loggerhead Key. These keys and reefs are of sand, shell, and coral formation. The reefs have frequent shoal patches. The keys are generally

low and covered with mangrove. Together, they form the N boundary of the **Straits of Florida**. Toward the W end are several openings between the keys offering passage from the straits into the Gulf.

The SW extremity of the Florida mainland is part of the **Everglades National Park** and **Big Cypress Swamp**. Much of these areas are under water throughout the year and are nearly all covered during the rainy summer season. Fronting the swampy areas are the **Ten Thousand Islands**, a group of low mangrove-covered islands divided by tidal channels. N of the Ten Thousand Islands the coast is low, sandy, and generally backed by pine forests and **Hammocks**. These hammocks are a jungle of tropical trees, mostly hardwood, which appear as an impenetrable green wall.

From **Cape Romano** to **Anclote Keys** the coast becomes a barrier beach of low islands separated by inlets, most of which are small and cannot be distinguished from offshore. Between Anclote Keys and **St. James Island**, the W side of **Apalachee Bay**, the coast is low and marshy for 1 to 2 miles inland then backed by pine forests. The shoreline is broken by a number of unimportant rivers and creeks.

W of **St. James Island** to the **South Pass** of the **Mississippi River**, the coast is mostly a barrier beach of low, wooded, sand islands. The general drift of these islands is to the W which causes an encroachment upon the channels between them. Hurricanes and heavy gales will sometimes change the shape of these islands and in some cases they have washed away leaving only shoals.

**Harbor entrances.**—The entrances to most of the harbors along the Gulf Coast are obstructed by shifting sandbars. The more important entrances have been improved by dredging and in some cases by construction of jetties. On many of the bars the buoys are moved from time to time to mark the shifting channels. The best time to enter most of the harbors is on a rising tide.

The tidal currents have considerable velocity in most of the harbor entrances and their direction is affected by the force and direction of the wind. In S gales the sea breaks on some of the bars.

**Anchorage.**—**Fairway anchorages** have been established off the entrances to some of the ports; these areas are generally free of oil well structures. (See **166.100 through 166.200**, chapter 2, for references to the charts showing the limits of the anchorages, and regulations governing them.) Other anchorages have been established along the Gulf Coast, bays, sounds, and rivers. (See **Part 110**, chapter 2, for limits and regulations.)

**Area to Be Avoided.**—The **Area to Be Avoided Off the Coast of Florida** (ATBAOCF) has been established. The ATBAOCF has been established in order to reduce the risk of large vessel groundings which are found to constitute a serious threat to the continued vitality of the marine environment of the Florida Keys. The ATBAOCF has been established under the authority of the Florida Keys National Marine Sanctuary and Protection Act, Public Law 101-605 (November 16, 1990). The ATBAOCF has also been adopted by the International Maritime Organization (IMO), effective November 16, 1991.

**Dangers.**—**Danger zones** and **Restricted areas**, extending as much as 100 miles offshore, are located in the Gulf of Mexico from Key West to the Rio Grande. (See **Parts 162 and 334**, chapter 2, for limits and regulations.)

Fish havens, some marked by privately maintained buoys, are numerous along the coast of the Gulf of Mexico. Navigators should be cautious about passing over fish havens or anchoring in their vicinity.

### **U.S. Coast Guard Rescue Coordination Center** **24 hour Regional Contact for Emergencies**

RCC New Orleans

Commander

8<sup>th</sup> CG District

New Orleans, LA

(504) 589-6225



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

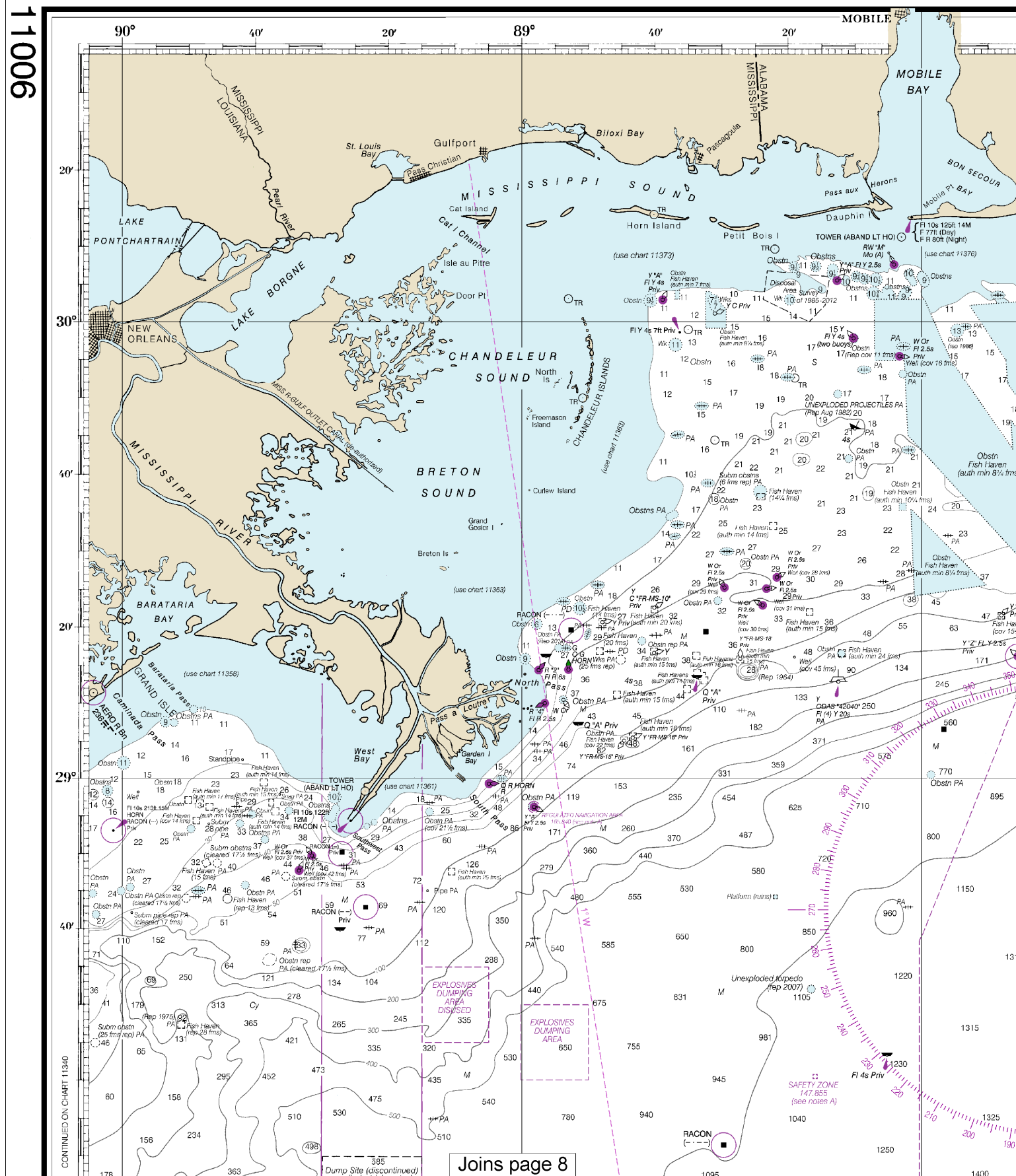


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

# SOUNDINGS IN FATHOMS

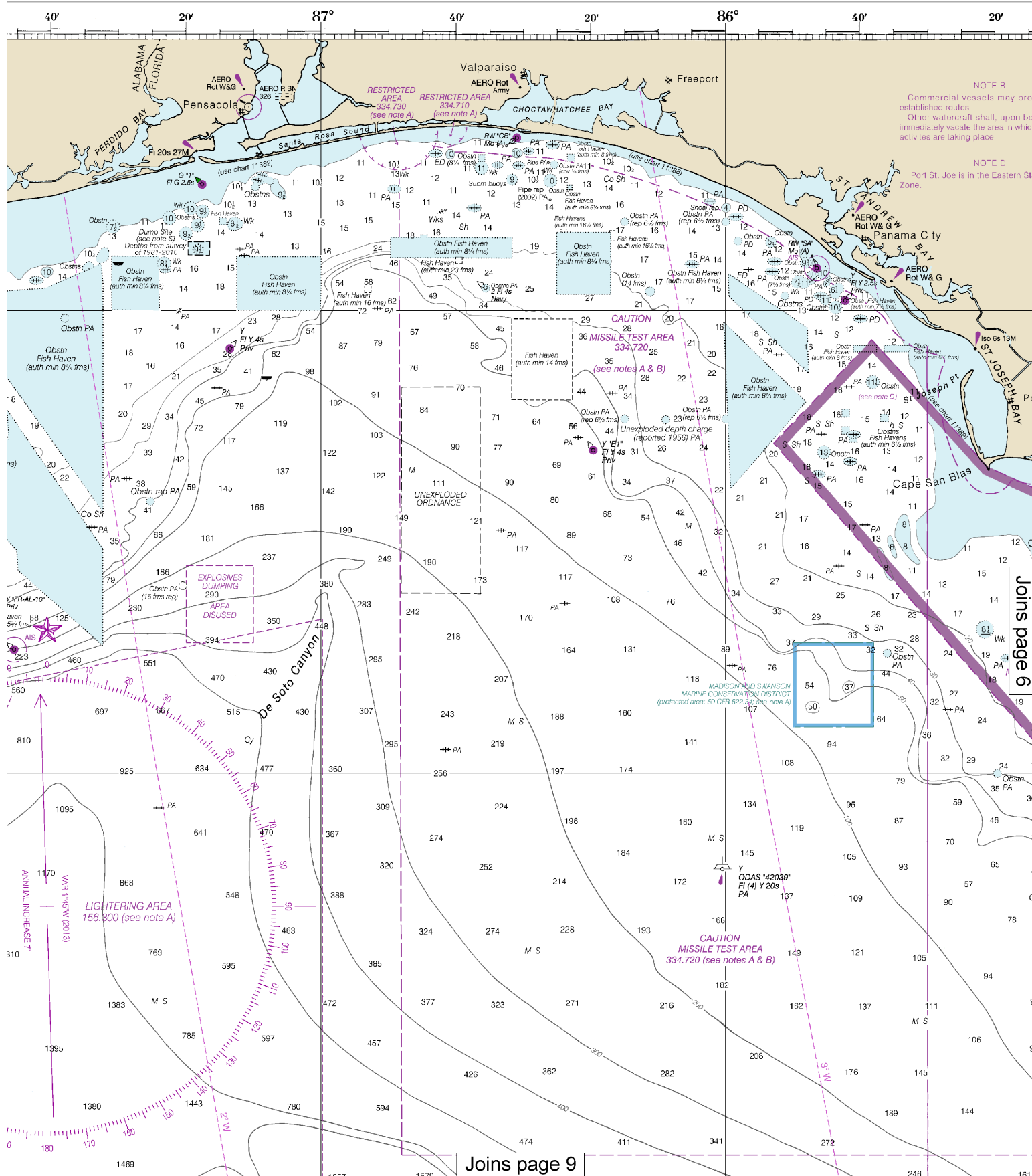
11006



Joins page 8

4

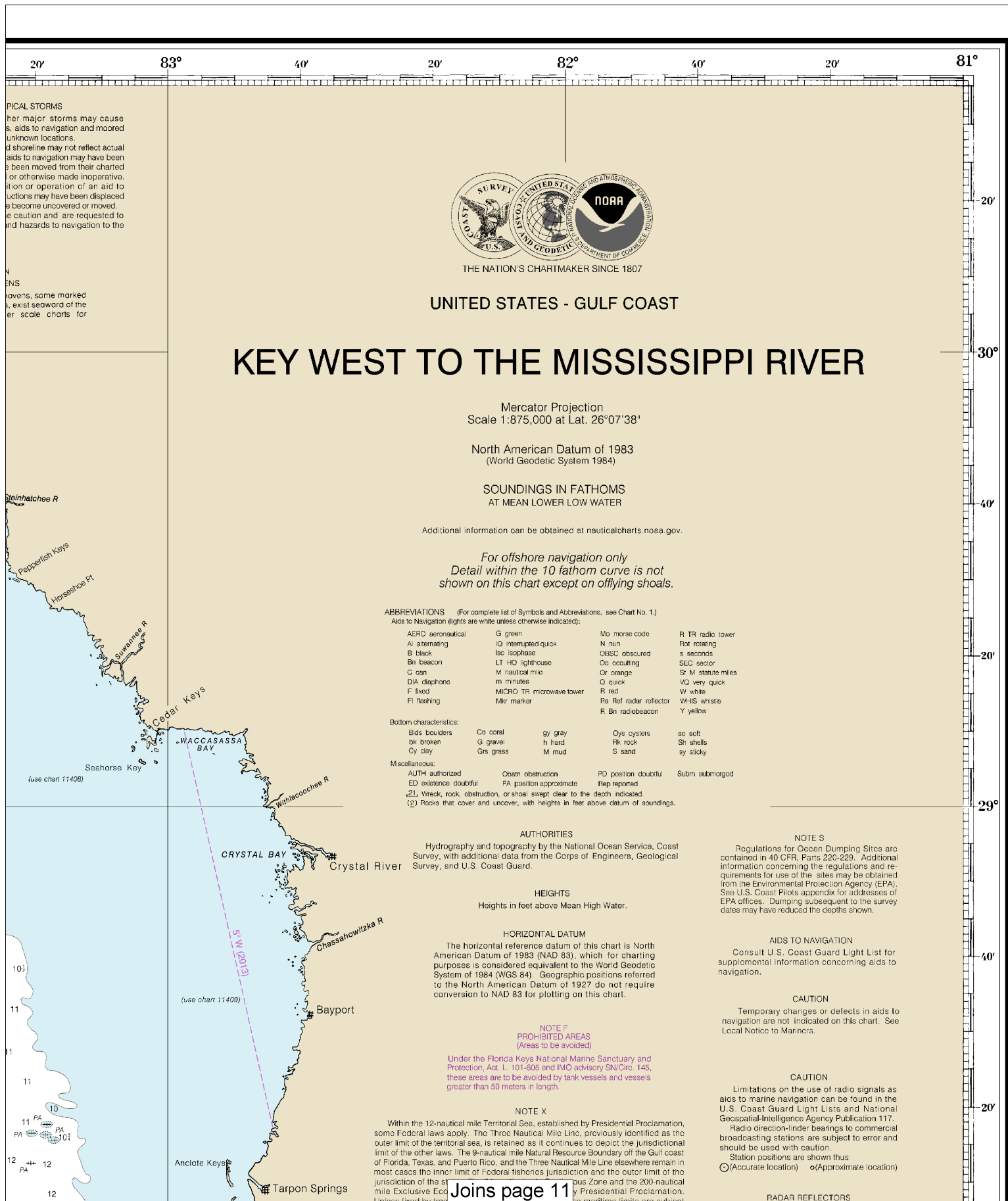
Note: Chart grid lines are aligned with true north.



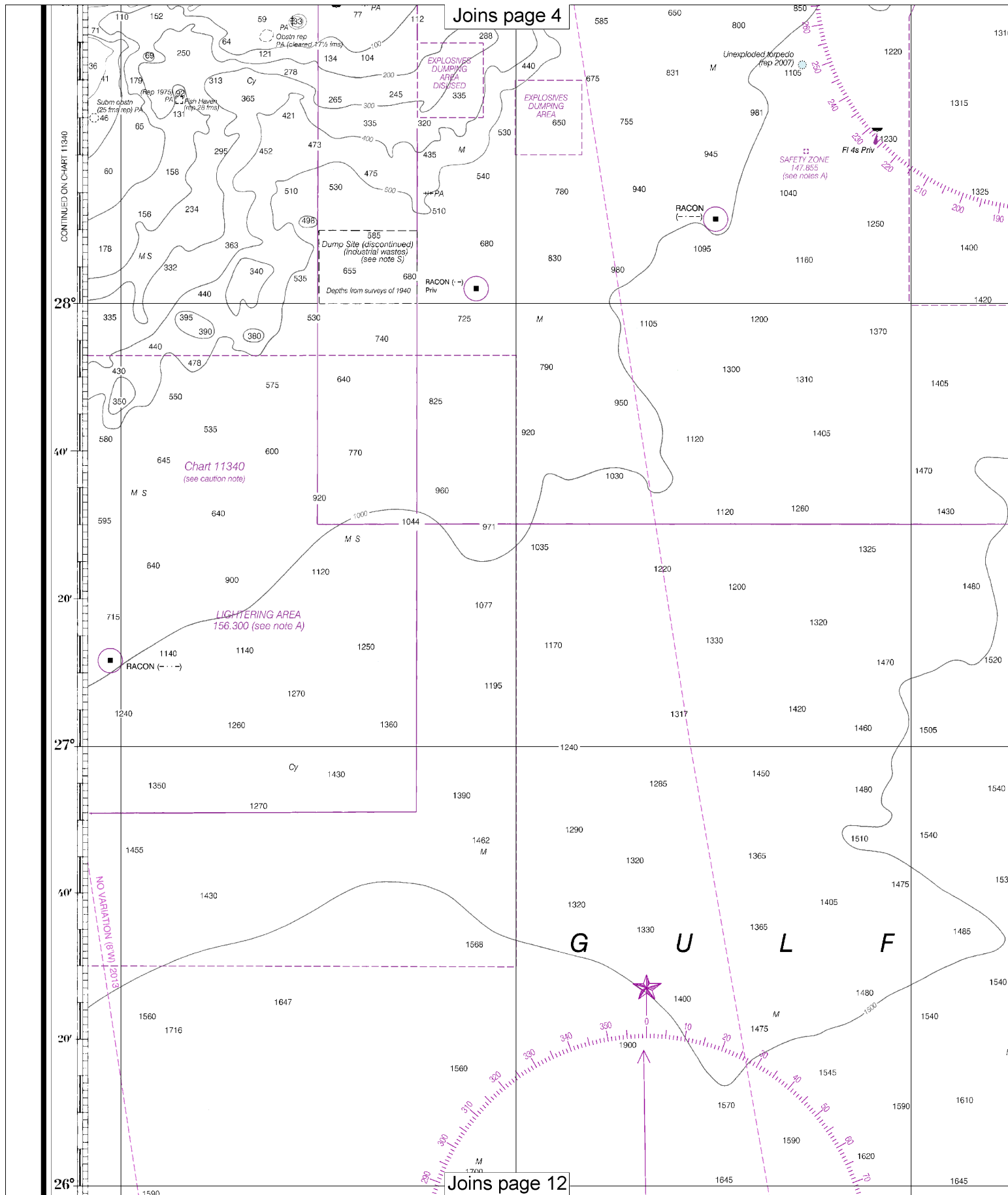
This BookletChart was reduced to 70% of the original chart scale.  
 The new scale is 1:1250000. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.

Note: Chart grid lines are aligned with true north.

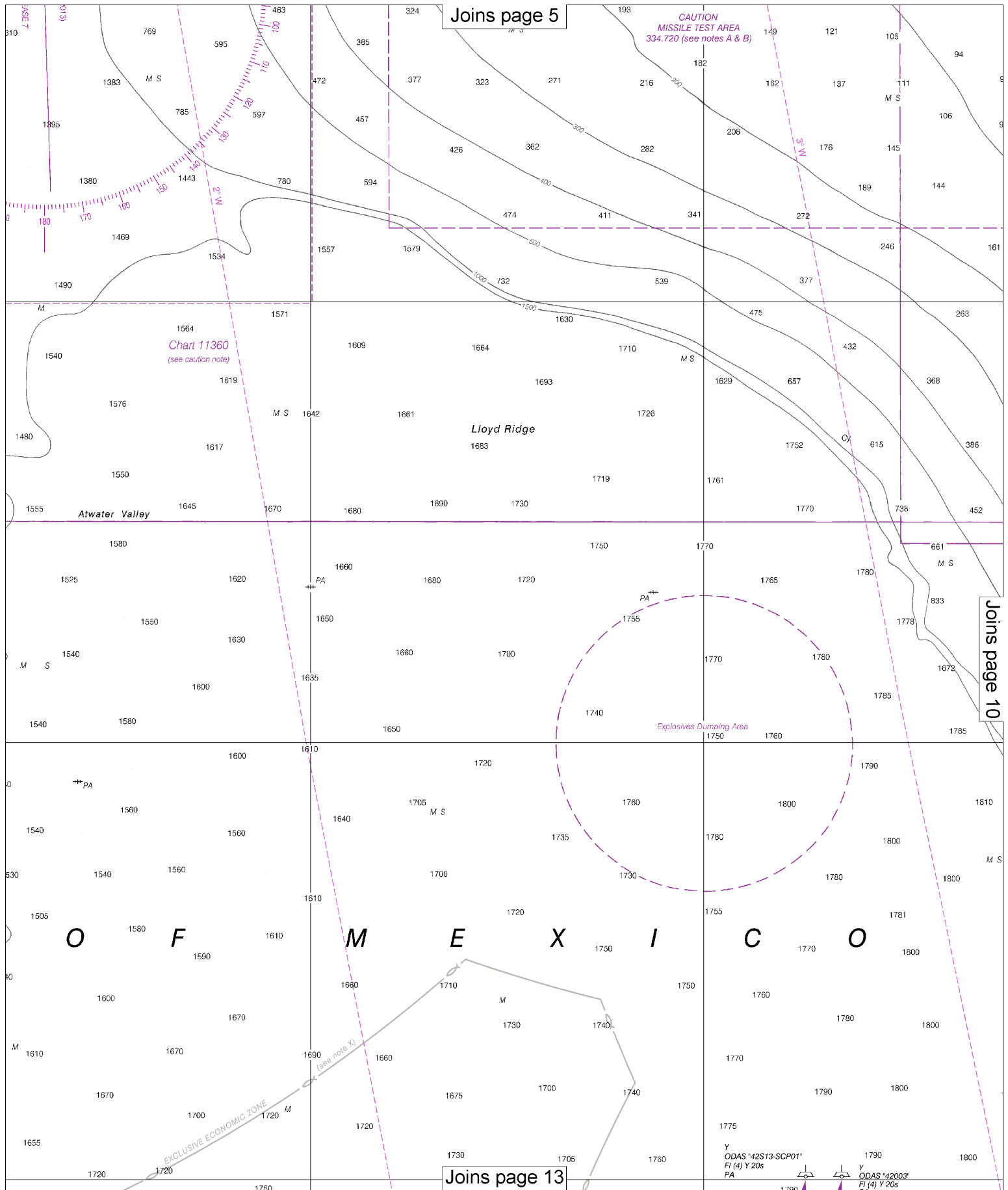


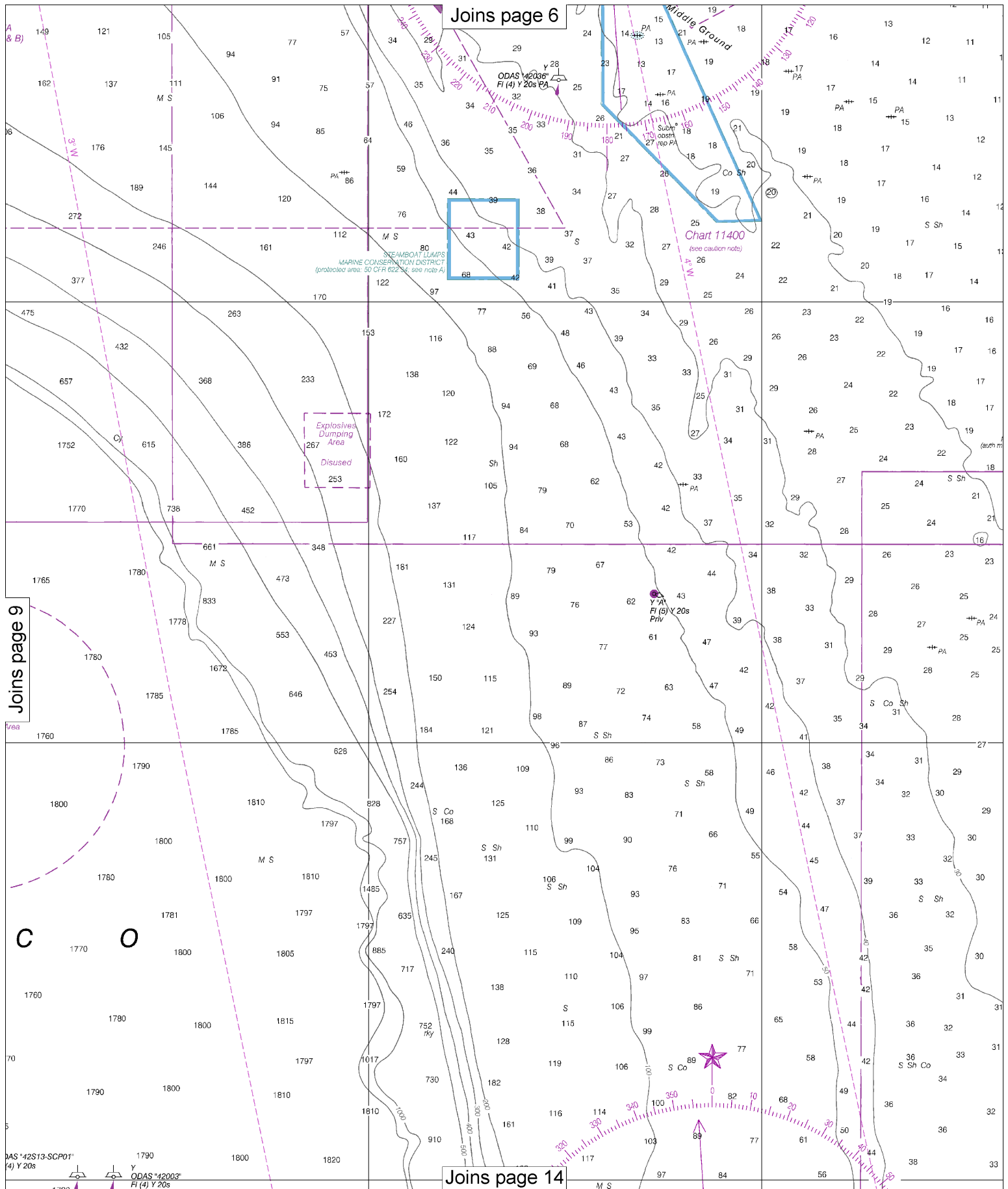


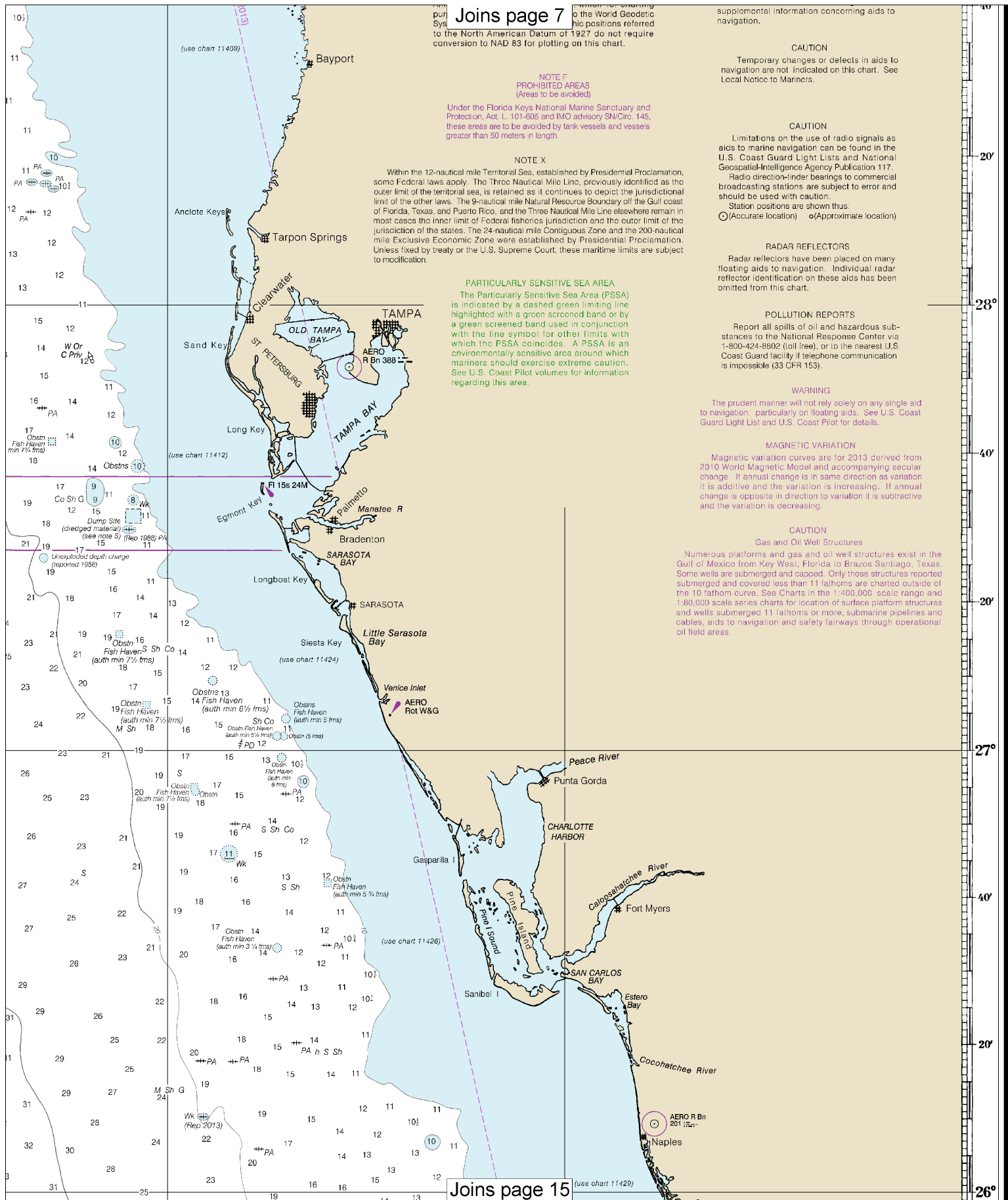
Last Correction: 9/2/2016. Cleared through:  
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)











Joins page 7

Under the Florida Keys National Marine Sanctuary and Protection, Act, L. 101-605 and IMO advisory SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

NOTE F  
PROHIBITED AREAS  
(Areas to be avoided)

NOTE X  
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

PARTICULARLY SENSITIVE SEA AREA  
The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:  
○ (Accurate location)    ◐ (Approximate location)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

MAGNETIC VARIATION

Magnetic variation curves are for 2013 derived from 2010 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

CAUTION

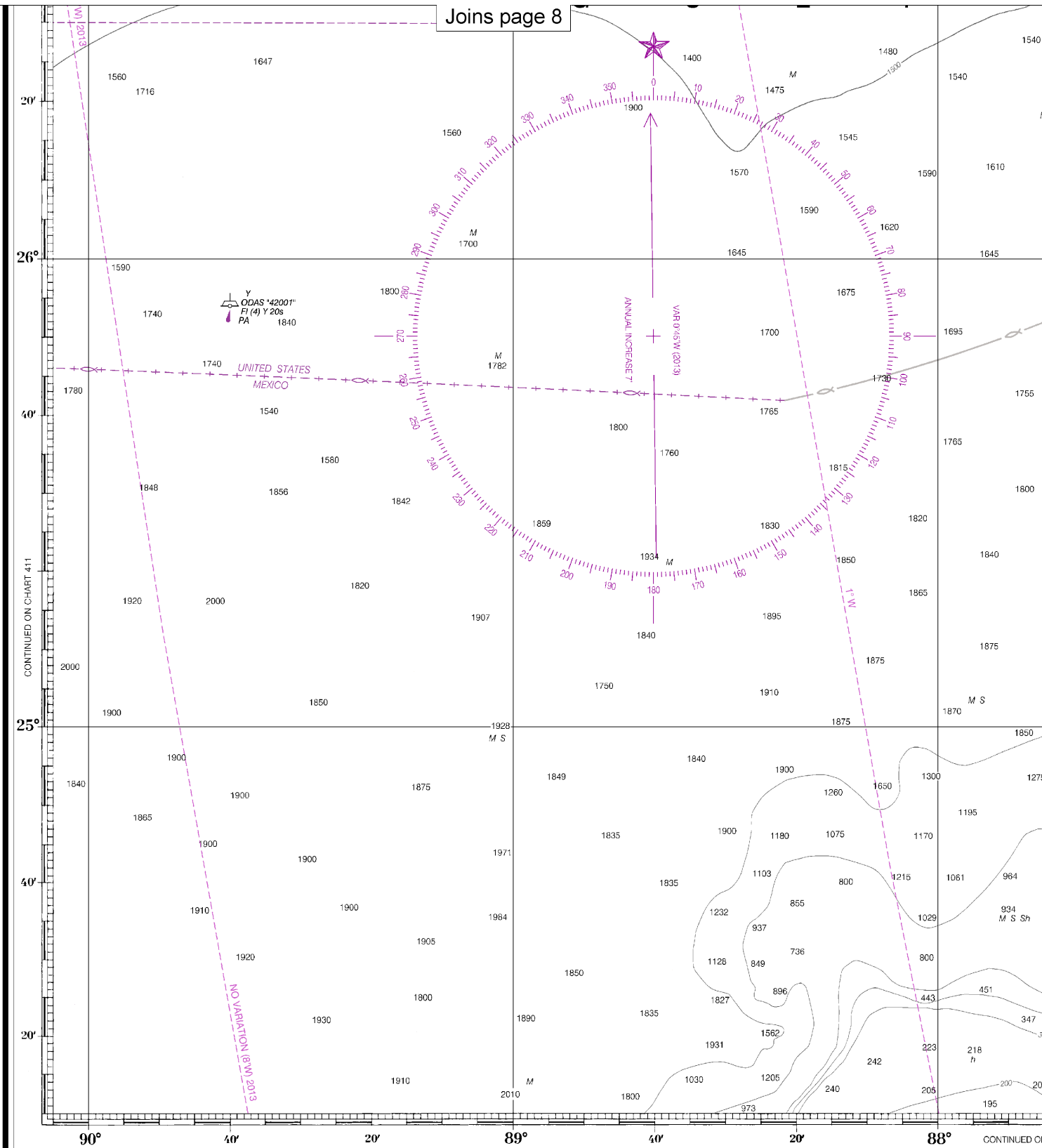
Gas and Oil Well Structures

Numerous platforms and gas and oil well structures exist in the Gulf of Mexico from Key West, Florida to Brazos Santiago, Texas. Some wells are submerged and capped. Only those structures reported submerged and covered less than 11 fathoms are charted outside of the 10 fathom curve. See Charts in the 1:400,000 scale range and 1:80,000 scale series charts for location of surface platform structures and wells submerged 11 fathoms or more, submarine pipelines and cables, aids to navigation and safety fairways through operational oil field areas.

Joins page 15



Joins page 8



34th. Ed., Aug. 2013

CAUTION

11006

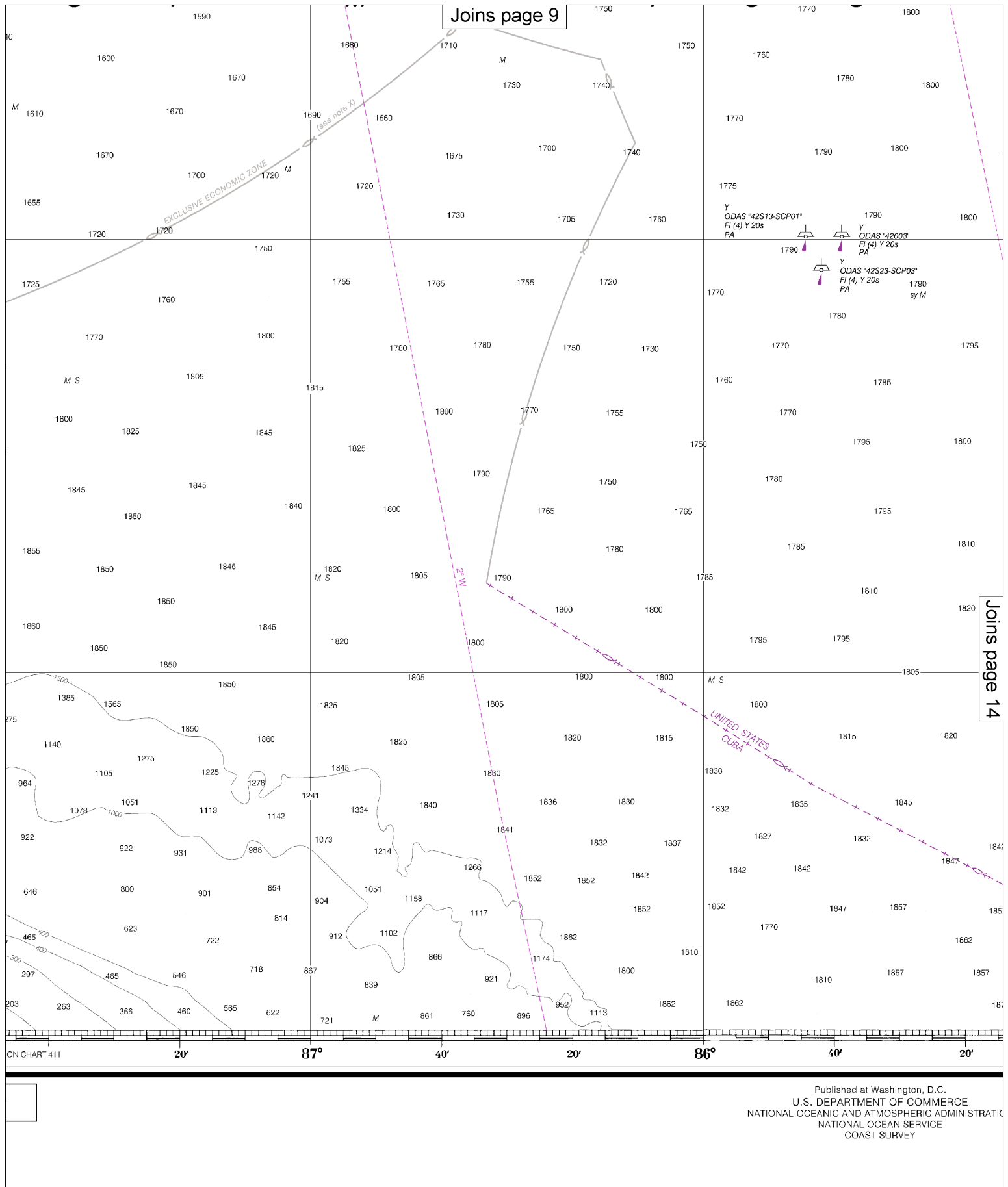
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

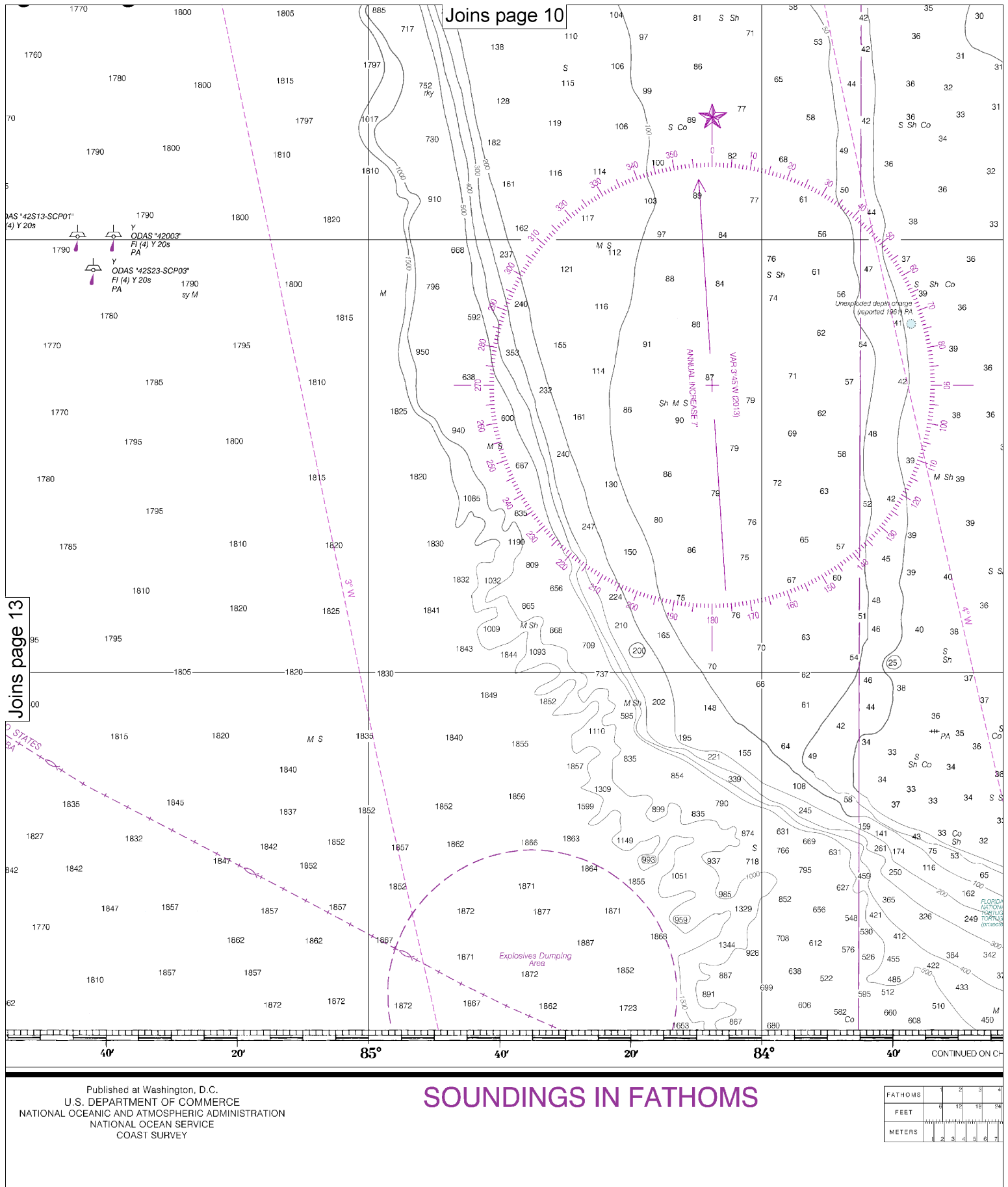
Last Correction: 9/2/2016. Cleared through:  
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

12

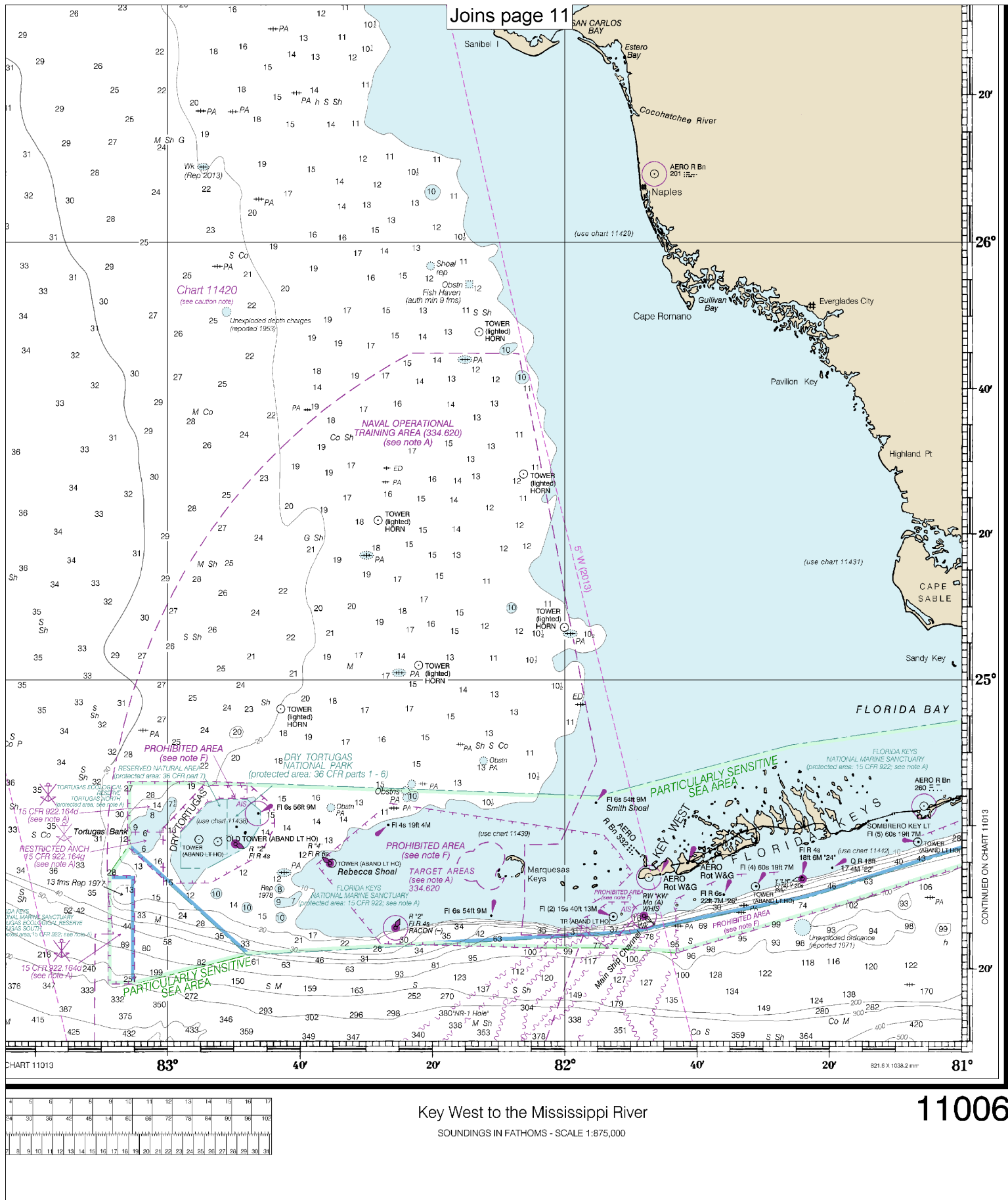
Note: Chart grid  
lines are aligned  
with true north.



Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY







Joins page 11

Key West to the Mississippi River  
SOUNDINGS IN FATHOMS - SCALE 1:875,000

11006

15



EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.